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Tankard's Temperance Hotel, and Wintle's Hotel. We did not try either of the latter two. The other three are first-rate, though it is difficult to get anything to drink in one of them after 12 o'clock at night. Wintle does not run his hotel now. He is deceased; but he was popular in his way, and his name is still kept up since we with the Astor House here. It is an exclusive place, where the rules about drinks are still more stringent than in the other hotels we have adverted to. They don't allow any, either before or after 12, except, indeed, in the event of your going to be hung, when they relax a little the rules, I mean.

1872. **Appointments.** All the executive business of the country could with greater efficiency and with an avoidance of the dangerous distinction between the "affairs" of the two races, be brought under three administrative departments with a Minister at the head of each—a Chief Secretary, a Minister for Finance and Trade, and a Minister for the Interior. In expressing these opinions, however, and in reiterating my convictions as to the soundness of similar opinions, to which I have

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head of each a Chief Secretary, a Minister for Finance and Trade, and a Minister for the Interior. In expressing these opinions I am not without some consciousness of the soundness of the remarks on continuity to which I have already given utterance, I would wish once more directly to guard myself against being supposed to have been in any way negligent of the efforts made for the establishment of constitutional government in Fiji. On the contrary, although I anticipate that there may be—and must be—some (perhaps not a few) difficulties, many difficulties—to be passed through or surmounted—before I can be placed upon a permanent footing, I am convinced that there is enough of ability and energy to do so. I am convinced withal that the situation of a country without a Government, and that whatever may be the changes or difficulties to be met, the Government will be progressive in the direction of civilisation and progress, and will strengthen the position and at the same time to increase the true "responsibility" of the Fijian Government—that it should be recognised by Great Britain—as it should be recognised by the United States—as a Government *facto*. There are serious inconveniences resulting from such provisional recognition. Among other the colonial authorities are obliged to use the Fijian postage stamps, although the postage stamps are recognised at the Fijian post-office. This is a small matter, and is only mentioned as showing the nature of the inconveniences. For more serious difficulties arise from the want on the one hand of confidence and deference, and on the other of a sense of power of international responsibility. I sincerely regret that the British Consul seems, from all I can understand, rather disinclined to do more than to give his assent to

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But not inexperienced people. They are members of the same generation as we are, and they are not without a tongue in their heads. We cheerfully met our lot in with them during the months we adjourned there, and contributed, to the best of our power, to the success of their enterprise, and proved as I now think that we have had an opportunity of participating in their distant homes, on the margin of an exhausted and almost undrained continent.

FIJI.

[FROM OUR SPECIAL CORRESPONDENT.]

XIV.

WHILE these papers have been in the course of publication the progress of events in Fiji has been such as fully to bear out the views which have been expressed by the writer. The Government, which was organised at the same time as the Legislature, in pursuance of the plan after the adoption of the Constitution, has not only "held its own," but has manifested considerable vigour and ability. The Legislature established in accordance with the Constitution, has not only passed a number of organic and fundamental laws: but neither of the two local newspapers affords much cause for regret or detraction of these laws, and their character can only be seen by their titles, or from the outline reports of the debates. The Levuka journals, although conducted with considerable ability, and credit to the printer, are not so well adapted for the purposes of all that is going on, in a place where it may be almost said that everybody knows everybody's business, do not give such fully, true, and impartial

Fijian authorities; although they are now, beyond all question, established on an expression of national feeling, and are the result of the preparation of a constitution by an assemblage of the people, and of the elected representatives of the white settlers; and secondly, by a Legislature similarly composed.

An acute, and a fiery of the Eastern group, is taking an active part in the proceedings of the "Fijian Council" of high chiefs, under his presidency, seeking to be working very well, exercising, in fact, a strong influence upon the people.

It would be well for the future if the country thus really able and comparatively enlightened chief were named as the prospective successor of Thakombau; who, as we have seen, is the brother of the late King, and the sovereign of Tonga with that of Fiji. The death of Ratu Ndrimbak, Thakombau's brother, might render it less difficult to arrange for such succession, and the country would be in a better position to elect the Fijian Government, as at present constituted, if only a question of time. He will find it necessary to give his own "consequence" and influence, which has been great, time and time again, to the people. Many native difficulties are cropping up from time to time, which call for energetic action, and the Government must be ready to meet them. Vanua Levu. But there is nothing as yet, which is prompt and effective action, may not be effectually dealt with, and even, perhaps, to accept the advice of the Government very readily, admitted that the Government is very slowly doing its duty.

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by people at a distance. Allowance must always be made, too, for the thorough-going partialship of these journals. The one grasping at and making the most of the evidence on the one side, and the other, on the other side, are both likely to damage the existing Government; the other equally strong—sometimes undiscriminating and sometimes its opposite—on the other side. Some of the occurrences at Fiji, and some of those at the Government and Legislature, have been sufficiently noticed in the Sydney papers; of others there has been no notice at all. The *Argus*, however, has taken part on the opening of the Parliament—wherever prepared it was—a very able document, touching fairly on all the questions as to which immediate action is required. The *Argus* has, however, been held out in this speech have been failed. Statutes have been passed, or are in the course of passing, for the organization of the Executive departments and the arrangement of the Courts of Justice, and the Supreme Court and other Courts of Justice, the incorporation of Levuka, and other matters. The Government has been taken up, and although surrounded with difficulties, has made an evident determination to "keep it well in hand," and thus these difficulties shall have been got over. See also the most important resolutions of the House of Representatives of the South Sea Islanders, and the growth of anger and action—"labour." A great mass of evidence has been taken before the "Commission," fully confirming some of the worst statements which have been made, and which could not be collected from the South Sea Slavers. Some of these disclosures may be usefully referred to hereafter. At present it

the simplest form of decimal coinage. As yet, however, the general monetary business and currency of the islands is still in a state of stagnation, and it is necessary and must continue to be so, until the establishment of banks and other financial institutions. The Government has issued paper money, in the shape of Treasury notes of 100 and 500 rupees, but these are not in circulation (partly, which must necessarily have more stability than the notes of private merchants or storekeepers, partly because there is such a steady resistance of the population to the temptation to take the credit of the Government paper from being in any way clouded).

From all persons resident at Fiji and writing to me, it is clear that the Government is not doing so much as similar to those which have been re-introduced in these papers, against emigration to these islands without capital. Opinions still differ as to whether the Government should insist on a minimum of £500 as a minimum upon which a steady man may get on, provided he is satisfied with a comparison of the money value of the land he is to occupy, instead of plunging at once into an enterprise of which he has no knowledge, engages himself for a limited time, and then, even although he may get nothing more, is left with a heavy debt.

Improvements in Levuka are a good deal talked of, but the actual progress in this direction is rather slow and it is not probable that the Government will be able to stand in the way, but the place is one which may — and in the end will — be made wonderfully attractive.

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that kidnapping on an extensive scale is not practised by the masters and crews of many of those "labour vessels," all or nearly all of which are strictly legitimate. But, unfortunately, there are some of these vessels go "on spec," and, failing to induce the islanders to come voluntarily, get men by fraud, for in any way that they can—carrying for nothing but the cost of the voyage. It is not true that the islanders prefer Fijian food, and will readily engage for such employers as have a good name among the natives. The general reputation of Fiji is so bad, that the whole trade is said, kept by the British Consuls generally, it is really kept beyond their time, badly paid—sometimes not paid at all—and occasionally the islanders are deceived, and are not to be protected for Queensland in places from whence the man would knowingly go to Fiji, the islanders are occasionally got on board on pretence of being taken to the United States, and are then sold into slavery. Fifteenthly, that it is impossible, as regards most of these islanders, to make an intelligible contract with them; consequently that in a very great majority of cases the islanders are not to be trusted. Sixteenthly, that for an instant, if tested according to the jurisprudence of civilised lands. Sevently, that many men who have been kidnapped, and a still greater number who have been deceived, and who are now in slavery, must have been, somehow or other, "passed" by the British Consul at Levuka, and have been consigned to the service of a white man, who is most assuredly a slaveholder. Eighteenthly, that the practice of "slavery," even if it is not according to the strict letter of the British Slave Trade Act, is undeniable

The shores of Ovalau residences can be built which will be brought within easy distance from Levuka by means of launches which at the present day are so handy and cheap. The sailing ship's cargo support may be increased by filling in the shallows, and either running a pier with a transverse jetty at one end or building a long pier along the shore of some part of the sea-reef, and forming a kind of dock. The former plan would be the preferable one as there would be good shelter on either side of the pier from the prevailing winds blowing down the canal-like belt of smooth water, which lies between the sea reef and the shore. Pure water has been already brought by pipes from the upper part of the island, and it is probable that if the same system were there would be no difficulty in securing in the same way a supply large enough for the wants of a great number of people; and drainage could be made very easy. The great difficulties would be the general alignment of the streets, and in the enforcement of sanitary arrangements. Dr. Hyley, who has been here since his health has been restored, says he would have in the latter capacity a good deal to do. The measures for the establishment of a hospital, which were initiated some months ago, are now being carried out. It is probable that the new buildings will probably be soon established and in "good working order."

J. B. H.

Continued in writing the subject Uvea, Savaii, and the Fijians.

In describing the beautiful islands, and their productions, and resources of these beautiful islands, and in discussing the various social, political, and commercial

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that the Fijian Government have done good service to the world in the way of inquiry into the truth of the inquiry into this subject. There may be now a reasonable chance of bringing to justice some black-hearted scoundrels who have hitherto escaped scot-free. The British authorities follow up with promptitude and determination the clues which the Fijian Ministry have placed ready to hand. What, as I understand, the Fijian Government intend to do is to put an end altogether, or as far as possible, to the importation of Melanesian labour, and the adoption of such regulations as to payment of wages to the natives as will be sufficient to render available the labour of the Fijians themselves, who are certainly numerous enough, if they can but be got to work. I am not, however, prepared to candidly say that I have my doubts upon these points, and adhere to the opinion expressed in a former paper—that it is to China or India the Fijians should look for labour.

The Fijian Legislature has got through the budget, a task attended in the Australian Parliaments by so many fierce debates and party struggles. It has been done, for the first time, in a comparatively early period of the session. The estimates for the next three months to be covered by the appropriations are £24,000; and the expenditure about £3000 less. It is not, however, till the end of the year that the population of the mountaineers of Viti Levu, who are at present heathens and cannibals, at war with everybody—avowedly the foes of Christianity and of all

people, I have but lightly touched and sketched over the outlines of these subjects, avoiding as far as possible the ground which has been travelled over before by me and more accurately by others. But the scenes and circumstances of the islands and their inhabitants, natives and settlers, are rapidly changing, and that which is a true description one year will be untrue the next. I have therefore written down what I think however is certain. Whatever vicissitudes it may have to pass through Fiji is assuredly destined to become a rich and prosperous country, and to exercise an important influence in Southern Polynesia.

There have been fifteen of the above papers, two of them having, by mistake, been numbered the same. They were published on the following days:—No. 1, in *Herald* of September 11th last; No. 2, in *Herald* of October 1st; No. 3, in *Herald* of October 1st; No. 4, October 2nd; No. 5, October 2nd; No. 6, October 4th; No. 7, October 11th; No. 8, October 13th; No. 9, October 21st; No. 10, October 26th; No. 11, in *Observer* of November 1st; No. 12, November 1st; No. 13, November 1st; No. 14, November 1st; No. 15, November 1st; No. 16, November 1st; No. 17, November 1st; No. 18, November 1st; No. 19, November 1st; No. 20, November 1st; No. 21, November 1st; No. 22, November 1st; No. 23, November 1st; No. 24, November 1st; No. 25, November 1st; No. 26, November 1st; No. 27, November 1st; No. 28, November 1st; No. 29, November 1st; No. 30, November 1st; No. 31, November 1st; No. 32, November 1st; No. 33, November 1st; No. 34, November 1st; No. 35, November 1st; No. 36, November 1st; No. 37, November 1st; No. 38, November 1st; No. 39, November 1st; No. 40, November 1st; No. 41, November 1st; 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the contemplated operations against these savage tribes in such terms as to raise an inference that their subjugation would be probably followed not only by the forfeiture of all their lands, but by the sale of their people themselves. This has been laid hold of and freely commented upon in Australia on the assumption of its being an authoritative enunciation of the Fijian Government's intentions. Now, such an assumption is most unfair. Beyond the newspaper article alluded to—which is just one of those injudicious speculations on possible events which tend to impress erroneous ideas as to Fiji upon distant readers—there is no present reason for supposing that the Fijian Government will ever do or sanction anything so infamous. It is true that very shortly after the inauguration of such Government the Levoni tribe was captured *en masse*, their lands taken possession of, and themselves condemned to penal servitude—chiefs for ten years, and commoners for five years; also that such servitude consisted in labour for the white settlers. It must be remembered, however, that the whole of this tribe were reviled subjects of Takombau, and guilty of manifold offences which,

produce great events is a proverb, which is also true. The Chicago fire, although in its causes no more extraordinary than other fires, bears upon its face a characteristic stamp which will enforce attention being given to the various questions involved. Firstly, come the dangers from explosive and inflammable oils which have been proclaimed with trumpet tongue for years by the American Insurance Companies. These oils, which are rapidly growing into favour by reason of their cheapness in this country, have been carefully watched, and their effects scrutinised. The construction also of the lamps, in which the explosive oils are burned, requires study. Had the lamp, which contained the fate of Chicago, been constructed with a view to guarding against the contingency which actually occurred, the population of the city would not be lamenting a terrific loss of life and property. It behoves us in this country to lay to heart this fact, and, as Professor Atfield remarks, to let our citizens understand the dangers ahead, and prevent them.

The second question is the combustible nature of our city as compared with another. The *Spectator* of New York, in an article which appeared in June

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LONG TOURS FOR THE LONG VACATION.

EVERY man, in trying to lay out his life to the best advantage, in seeking to attain to the true *securi*, takes great count of his holidays. There is an action and reaction in these things. The more thorough and complete the holiday, the more thorough and complete will be one's life.

Everybody understands the short holiday. There are holidays of all sorts and sizes. There is the half-holiday, which is only admissible on the half-holiday principle; then that great institution, the holiday from the Saturday, or, better still, from the Friday to the Monday; then there is the week or ten days' little tour or sojourn at a country house, quite enough for the latter, in all conscience, unless a man has a *tendresse*; then there is the tour for five or six weeks, generally much too crowded, when a man within extremely narrow limits strives to work through Murray's "Handbook for the Continent." I am not now speaking of short holidays in short vacations; I shall not condescend to take notice of any vacation less than three months, but they may be as much longer as you like. Men often muller away their long vacations, and clip and thin them till they are very materially reduced. You see to see your grandmother, and spend a week in town, or go down to look up your cousins, and the final result is that when you come to look at your long vacation in the lump that little pile has undergone a diminution that thing very good with it. It is far better to avail yourself of it in the block, and try and do something considerable with it. One man I know goes off to California to see the *Williamson* *Gigantes*; another to do some antelope shooting in the Rocky Mountains; and another takes a run to Calcutta to get up Indian subjects. Such journeys are not only interesting for the time, but they "pay" afterwards.

It may be worth while to say a few words on the subject of Long Tours for the Long Vacations. Let it be observed that three months are really a good space of time. There is a great deal that may be done in the space of a quarter of a year. I will put the direct case at once. It has been clearly ascertained that you can go round the world in three months. I would advise you to do it in rather more leisurely fashion; but, if you are hard up for time, the journey can really be done in ninety days. It is hard work, however, not to say costly. Mr. Ball, in one of his admirable Alpine Guides, says that a considerable number of napoleons may be carried without inconvenience in one's waistcoat pocket. The preliminary inconvenience, frequently consisting in providing the napoleons in sufficient quantity, but want of coin is often one of the least difficulties. Then there is a considerable amount of pluck required in preparing for a journey of such magnitude. You do not know when your letters will reach you, and you may be nervous respecting what may happen in your absence. Then you may have to put up with considerable inconveniences. Some friends of mine went to Tenerife lately, but the place was absolutely uninhabitable for civilized beings. Not many very few-moned men take any extraordinary travels, for they come to places where pluck and endurance count for very much more than money. It is very interesting to note the reasons which cause men to run off for some long excursion during the Long Vacation. A college contemporary of mine, who, while an undergraduate, had a yacht, went over to Canada and saw the Falls and a good deal of the United States between the summer and October terms. A quiet country parson sitting in his study is perfectly razzled with the accounts of the tropical scenery of the South American forests. He starts straight off for the river Amazon, not to see what he can in a limited space of time, and come back again. Many men have a dormant love of adventure evoked by a highly picturesque narrative, and can really find no rest unless they have satisfied this craving. The journal of the Marquis de Crœveur, a young man of twenty-two, who with some of the Orleansist princes went round the world, is one of the most distinguished feats of European travel with which I am acquainted. The work is equally popular both in French and English. Sir Charles Dilke is a young senator, whose "Greater Britain," though marred by numerous faults, not undeservedly brought into notice. Mr. Bayard Taylor's writings suggest the schemes of many a pleasant tour.

Modern travelling has indeed to a very considerable degree changed its character. At the present time it is assuming a very distinct phase, and that phase is the long tour, and how the long tour comes on. The grand tour has had its day. The railways have brought all capital cities within a manageable distance. I want to show how a long tour can be managed within the limits of a long vacation. I should almost say that the colonial tour is becoming the fashionable one. It is a great advantage to a man to know something practically about India, Australia, and New Zealand. That colonial question crops up more and more, and the disintegration of our empire is one of the contested problems of modern politics. It is a great advantage to a man to have seen things with his own eyes, and to have heard with his own ears. It makes him in a sort of way an authority on a subject; and he has only to watch all discussion and information on the subject and steadily read up to it, and he continues to be an authority. Your travelling man, who can travel both widely and wisely, can play a sure card which will help his future chances. No Englishman who can manage a long tour in a Long Vacation should be content to leave Canada and New York unseen. He should see the West Indies and the Spanish Main. He should see Australia. Mr. Anthony Trollope is one of the most popular writers of the present day, and one of our most extensive travellers both at home and abroad. He will probably indoctrinate the rising generation with his ideas, and the travellers will come on as an uprush. The Long Vacation is not as other vacations, for it gives you space and scope. Let the plan of the campaign be carefully marked out, and you will obtain some substantial addition to your social and intellectual capital.

In six days' time you can easily get out to Brindisi. To my mind Brindisi has a great future before it, and there are mighty chances in its favour. To France, Italy, and Switzerland. Of course in any of these countries you might profitably spend your three months' holiday. But then you see that you can pick up some knowledge of these countries at any time or any vacation. In the old time there were men who used to think nothing of running over to Paris in order to spend a sociable evening or two, to have a dinner at Philippe's, and go to the Varieties, Italy and Spain in winter, and northern Russia, including the Lake of Ladoga, in the summer, would well take up any spare three months, or

any number of three months that you could manage. But now let us see what you could do when you get to Brindisi. In the first place, it is a very easy matter to cross over to Greece. You may spend your three months very profitably there among the Ionian islands and in Asia Minor. It is a distinct achievement during a Long Vacation to have visited Constantinople. Then, again, at Brindisi you are only twenty-two hours' sail from Alexandria; and there the East is thoroughly unlocked for you. Every winter persons go up the Nile for the three worst months, but it is to be regretted that so many of them think it necessary to rush into print on the subject of their wanderings. Upper Egypt is absolutely inexhaustible in points of interest, and it must be confessed that tourists do very little towards exhausting them. Then when you are at Cairo why not run across the railway to Suez, the smoothest line of railway in the world. It will be perfectly practicable for you in your Long Vacation to get out as far as India. You will probably contrive to extend your vacation a little. The mere feat of getting out to India and back is an enormous gain. It is still better if you can manage to see New Zealand or Australia. As a patriot the offshoots of our own Imperial system have a distinct claim upon you. They are working out all the experiments and problems of social life and of the arts of government. If you are in search of health as well as of pleasure and information, these more distant expeditions will probably prove replete with usefulness. I should think that a residence in India would be very good for a bronchial subject. Lord Macaulay in his later years had thoughts of going to reside there; and a voyage to Australia and back has frequently proved a remedy, when all other remedies have failed, for the consumptive.

In those "elegant" prescriptions variously compounded in which physicians delight there is generally some one item which is designed to produce the effect intended. Now in all travel the thoroughness of change is that which is chiefly sought. Now for this commend me to Venice beyond all places in the world. Venice never disappoints one. You feel yourself transplanted not only to another land but to another planet. You could hardly feel more surprised if you were suddenly removed to Mars or Mercury. Possibly the time will come when Mars and Mercury will not be impracticable. You may go to Venice in the ordinary long vacation. Not till July do the remoter canals become somewhat odorous, or you find it necessary to draw your mosquito curtains. If the weather becomes too warm, you can seek the Tyrol or the Alps; if the weather becomes cold, descend on Florence and the South. But I have no particular recommendation. I do not wish to force Venice upon anybody, although Venice is perhaps the only place that never disappoints. There are many good places not so known as they should be; go to Corfu, to Andorra, to the Balearic Isles—go to Jericho. A man has written a book, "Try Lapland." By all means. I have no objection. Iceland is remarkably good, I believe; nowhere is there a bolder coast. Spitzbergen and Kamchatka have their charms. You ought at least to have a run upon that wonderful island which is the pioneer of civilization in the North. If you are dismayed at the "little pond" in the first instance, give a Long Vacation to Ireland. An army of tourists would do Ireland a great deal of good, and a great deal of good would be done for the tourists. You will run a chance of the people taking you for a Government spy, and the Government people taking you for a disguised Fenian, but you must not mind that.

The Long Vacation may give us another idea. Perhaps you want a more thorough change than any mere travel can supply. You are tired of the monotony of civilized life. You want to exert your physical energies, to strike out a path for yourself, to shift the venue utterly and entirely, to gratify a love of freedom and adventure. The late Lord Aberdeen was a case of this sort. He was emphatically a fine fellow—a dead shot, a sailor, a mathematician, an artist, and a good moral, religious man. But he tired of life as he found it, with its grandeur, luxury, and conventionalities. He went to sea as a common sailor, and died the mate of a small American ship. We think he carried the joke too far; and possibly in a quarter of a century we may be reading of a great rebel, Harsad Alraschid, who went into what he thought a lower stratum of society, the Jews of old always learned a handicraft, and in Germany the practice still prevails; they say the Cæsar is only a printer. I don't want to make any sort of social revolution, but this I say, if you want a complete alteration in all social conditions, to explore pits, understand manufactures, go out to Africa for diamonds, mingle freely with the people, become an amateur craze, or anything else of the sort, the Long Vacation is perfectly fitted for the purpose. This is probably going too far, but the conclusion is suggested by Long Vacations. The leading notion is and always will be that they enable you to go a long way off, and see places that are absolutely inaccessible to the vast majority of tourists. Some people indeed are only just able to go "there and back again," and supplement their journey by extensively reading up the country both before they start and after they come back. In a Long Vacation thoroughly well worked you may be able to understand a country thoroughly. A celebrated surgeon once said that he learned nothing in the first year or two of his studies except that he knew nothing. Only gradually was he able to gather up his facts and perceive that he was making progress. In working through a country you really know nothing of the scenery, society, politics, language, although you ignorantly suppose that you know a great deal; but stay a few weeks, and you will find that you know nothing. Prolong your stay for a few months, and you will find that you really do know a great deal. Your preliminary days will have no value of their own, but they will have a great value when coupled on to succeeding days. Gradually your ideas and information will take shape and order. Charles the Fifth used to say that so many languages a man knew so many times was a man. Know thoroughly some other country than your own—*approfondissez*, go to the bottom of things thoroughly, and you will be enlarging the limits of existence, you will be

taking another state of existence in your own; as Charles the Fifth would say, will be another man besides yourself and your Long Vacation will make you wider-hearted, larger-minded. I only once more state the principle, re-assert my thesis. When you have a Long Holiday, do not make it a mere conglomeration of little holidays. Make it perform the functions of a long holiday. Go to some place which is a very long way off, or do some nearer locality very thoroughly, or obtain a thorough change in all your belongings. So the Long Vacation will provide substantial gains, and your Long Tour will yield solid provender for memory and thought, and will help the practical work of life.—*London Society*.

THE NARROW GAUGE.

THE "gauge" of a railway, or the distance at which the rails are laid apart, may seem, to uninitiated persons, to be a matter of little importance, rather to be decided arbitrarily than for any good reason; but engineers are well aware that it is a question involving the most important issues. Cost of construction, speed of running, capacity for traffic, and those most important matters, profit and loss, are all affected by it in a serious degree. Hence, about a quarter of a century ago, the great "Battle of the Gauges," as it has been termed, was fought with determination. And, and, it may be added, with a warmth of feeling worthy of a great political contest. Broad gauge and narrow gauge were pitted against each other by their respective advocates, as earnestly almost as were protection and free trade.

The result of the struggle was that four feet eight and a half inches was adopted as the "standard" gauge, though the broad gauge, of seven feet, still commanded sufficient adherents to secure it an actual existence, the Great Western Railway being a notable example of it. Considerable varieties of gauge prevail on the Continent, and in other parts of the world; but four feet eight and a half inches has been generally adopted that it may be termed the standard gauge, not only of our own country, but of the world.

Lately, however, many engineers have been led to believe that a still narrower gauge might be made use of with advantage; and events tend to show that from 2 feet 6 inches to 3 feet 6 inches will very probably be the gauge of the railways of the future.

Experience, rather than theory, has caused the change in ideas on the subject. Eight years ago, the Festiniog Railway was transformed into a locomotive passenger railway. Originally a horse tramway, constructed for the conveyance of slate, it was laid to a 2-foot gauge, or considerably less than half the standard gauge; and this narrow road was retained when the experiment was made of running steam-engines and passenger trains upon it. The success of that experiment—the large amount of traffic, both goods and passengers, carried over the little line, and the ease, safety, and economy with which it was worked—led engineers (some of them, at least) to seek that the standard gauge was, in many cases, if not in all, a needless extravagance. Though, on the one hand, it was seen that two feet was too narrow for general requirements, on the other hand it was evident that four feet eight and a half inches was unnecessarily wide.

The full importance of that conclusion it is almost impossible to estimate. Railways, as everybody knows, are exceedingly costly works; and a narrower gauge, if it be really suitable for adoption, means a vast saving in the cost of their construction, and consequently opens the way for railway extension on a much larger scale than has yet been attempted.

Supposing that two perfectly straight and perfectly level lines were constructed side by side, one of the standard gauge, and one of two feet-nine-inches or three-feet gauge (for that, it is worth noting, is the gauge of the locomotives), the two lines would be equally good for the purpose, and would evidently be a saving in favour of the narrower gauge. Shorter sleepers would be sufficient, and consequently a narrower formation would be required to carry them; then, the formation, which is the area to be drained, being narrower, the waterways on each side would be narrower too, and thus the whole width of the way would be considerably less than where the rails were laid farther apart. There would therefore be a large saving in the purchase of the right of way. Next, lighter sleepers and rails and less ballast would be required, and the locomotives and trucks on the narrower gauge would be lighter than those on the broader gauge; and here, again, taking into consideration the saving in labour, as well as that in material, the economy would be very great. Bridges, culverts, stations, warehouses, engine and wagon sheds, and buildings of all descriptions, would be somewhat smaller; and the saving under this head, though not very large, would still be appreciable. Putting all these together, it has been calculated that a saving of fully twenty-five per cent. would be effected by the adoption of a two-feet-nine-inch or three-feet gauge, supporting the line to be perfectly straight and level.

But railways never are either straight or level for their whole length; and directly we get away from those data, the comparison in cost of construction tells much in favour of the narrow gauge, and that in a constantly increasing ratio as the country through which the line has to pass becomes more and more uneven. This arises from the fact that curves of much smaller radius may be adopted on a narrow gauge than are possible on a broader one; and thus the route may be chosen to much greater advantage. In strict propriety, there ought to be no curves at all on a railway, for the construction of the locomotives and carriages is not adapted to them. In the first place, the wheels are flanged, to keep them upon the rails; in the second place, they are fastened upon the axles, so that the wheels on each side must revolve at the same speed. Each of these peculiarities causes a distinct friction when the vehicles pass over curves. The first causes "flange-friction," for the flanges of the wheels grind against the inner edges of the curved rails; the second causes "drag-friction," for, as the wheels on an axle revolve at the same rate, they do not travel over the same distance, the inner rail of the curve being, of course, shorter than the outer rail, in proportion to their difference of radius. To some extent, provision is made to lessen the friction by allowing a little "play" between the flanges and the rails, and by slightly bevelling the soles of the wheels, so that a rather larger circumference is presented to the outer rail of a curve than is presented to the inner rail; several ingenious attempts have also been made to get rid of the friction altogether, but the fact that they have not been generally adopted may be taken as proof that they have not been successful, or have had outweighing disadvantages. Now, it will be evident that about a fourth of the power which ought to be generated in a locomotive, taking into con-

sideration the fuel that is consumed, is actually absorbed for hauling the trains; and the trains themselves are made up of an enormous proportion of non-paying weight to that for which the railway companies receive tolls. In a paper read before the British Association last year, Mr. Fairlie, C.E., said it was universally known and admitted that in passenger-trains the proportion is about twenty-nine to one, in goods-trains (exclusive of minerals) about seven to one; in other words, the companies have to haul over their lines seven tons of waggon for which they get no return, in order to carry one ton of goods for which they receive freightage. No wonder, then, that many a shareholder sighs over small dividends! This terrible waste of power is due to a great extent—though not altogether—to the broad gauge over which the waggon runs. Given a certain weight to be carried, the waggon to carry it will of necessity be heavier if it be a broad gauge waggon, than if it be a narrow-gauge waggon, simply because a ton of materials cannot carry so much when disposed over a wide area as when put into a smaller compass; the body of the waggon will therefore be heavier, and of course heavier axles, axle-boxes, and wheels must be put upon it in proportion. Further than that, our standard gauge railways seem to have been constructed, and their rolling-stock built, on the idea that loads of six or seven tons or more would have to be carried on a truck, whereas experience shows that the average load of a railway waggon is only about one ton, or less than that. The consequence is, that the waggon is altogether out of proportion to their loads, and nearly all the tractive power of the engines is expended in hauling them over the lines, thus reducing the profit of the traffic to a minimum. The narrow gauge will not entirely remedy this evil, for, probably—owing to many unavoidable circumstances—railway waggon, as a rule, will never be loaded to their full capacity, and so a large proportion of non-paying weight will always be carried; but the narrow gauge reduces that proportion in a very considerable degree, for on it waggon of half the ordinary weight can carry the same load as are now carried on the standard gauge. It is evident that this must make a very large difference both in the rates which the public have to pay, and the dividends which the shareholders have to receive. The smaller dead-weight of empty trains, many of which run over the whole length of a line, the reduced wear and tear of the permanent way, and of the wheels and axles of the waggon, the greater facility with which the rolling-stock can be handled when detached from the locomotives, and other advantages, would all go to increase the saving; so that it may be safe to calculate that a given traffic would be worked on a two-feet-nine-inch gauge at nearly half the expense which would be incurred on a gauge of four feet eight and a half inches.

If, however, nothing further had been established than that narrow-gauge railways can be constructed as cheaply and worked as profitably—in proportion to their size—as the railways of a broader gauge, that would be a fact worthy of the most attentive consideration from ourselves as well as from the inhabitants of less populous countries. Great and undeniable as have been the benefits conferred upon our own country by railways, it is still true that they have been the cause of interruption to the prosperity of a very considerable portion of it. How many are the little towns which have been ruined by railways at a little distance from them, and which look back with regretful memory to the time when a fabulous number of coaches passed through them every day, filling them with life and prosperity! Now they are hopelessly off the road, with a dwindling population and a crippled trade. How many a field of industry is left unworked, because it is useless to compete with those which are on the line of the great iron highways! Why should not the experiment be tried of threading a line of narrow-gauge railways through the most fertile and most populous districts of the world, and thus restoring them to the life of the world, and the rest of the world to them? There are numbers of little watersheds which might supply a narrow rivulet, though they could not aspire to fill a broader stream. Or, to take a humbler comparison, many a coterminous man may make a living with his donkey and cart who could never keep a horse and dragging. Why should our great railway system be all horses and no donkeys?—*Chambers*.

FRENCH DRINKS AND DRINKERS.

(From the Pall Mall Gazette.)

THE progress of alcoholism in France has since the termination of the civil war increased to a prominent place in the deliberations of the learned societies, in the public journals, and in the debates of the National Assembly itself. The French Academy of Medicine, after listening to and approving various papers proposing energetic means for the legal repression and punishment of habitual drunkenness, has appointed a special commission to draw up "a popular warning on the dangers of alcoholic liquors," for which it proposes to secure a widely extended circulation, either by itself publishing half a million of copies as a first edition, or by circulating it throughout the kingdom by official aid. This popular warning, of which the text is before us, is a little too academic in style and withal too long-winded altogether to deserve its title. It is, moreover, too shallow in its legal appreciations to be of value to the law-makers, and too wordily eloquent to be read by working men; but these are not the only persons who abuse alcohol; and to the heads of workshops, to those who control and direct the masses, and to the intelligent artisans as to all educated persons, this warning conveys useful information in a style of irreproachable clearness. It is very lengthy, and commences by a detailed explanation of the poisonous effects of alcohol on the system. It traces a large proportion of the worst results to the fatal habit which so many people have acquired nowadays of drinking, either in the morning before food—breakfast or lunch—or in the afternoon before dinner, undiluted wine, brandy, or liqueurs. This "morning nip," *coup de matin*, has provided every lunatic asylum with a certain proportion of its inmates. A pint of small beer or of cider or of wine and water is as much as any man can digest advantageously at a meal. These drinks, it should be remembered, contain in France not more than from 2 to 4 per cent. of alcohol, while our ordinary English beer contains at least 6 per cent. The habit of adding brandy to the cider, which is said now to prevail among the French labouring population, is justly denounced as fatal; while the immoderate quantities of these light drinks swallowed at meals are unreasonable and mischievous. But it is brandy and *cassis* which are ruining the people. So long as brandy was obtained only from the vine, its production and consumption were happily limited. Now there is an illimitable supply from the potato, from various grains, and from the beetroot. The workman who formerly at the most swallowed a glass of white wine fasting "to keep out the fog" now drinks

a cheap liqueur, *cassis*. The essential oil and sugar which this contains tickles the palate more than brandy. But *cassis* has become too mawkish for the popular taste, and it is being replaced by *le petit meli*, which is nothing else than *cassis* fortified by a considerable proportion of pure alcohol. With this goes hand-in-hand the pernicious use of absinthe; which is especially dangerous, not so much on account of the peculiar essential oil it contains, of the properties of which a good deal has been said without anything being proved, as on account of its very large proportion of alcohol—exceeding that of other liqueurs—and because it is always drunk before meals; just at the time when the alcohol is most completely absorbed into the system, and with a view of restoring the impaired digestive powers, to which, on the contrary, it only gives a momentary fillip, while it renders them every day weaker. That apparently innocent and very widespread habit of taking after food a *chasse* of pale brandy with hot coffee (which renders the action of the alcohol perhaps more energetic) is charged by the French Academy with producing digestive troubles, obstinate headaches, bronchial catarrhs, gout, gravel, and other trifles of the kind. If for absinthe we substitute sherry-and-bitter, orange brandy, and dry curacao in the club, and for *cassis* and *petit meli* we read old tom and gin-and-bitter, there are very few of the penalties of this homily which may not be applied with benefit by all classes in this country.

We cannot follow "the popular warning" through all its elaborate details of the poisoning of the system produced by alcoholic liquors. It describes the pathology of drunkenness, and traces the insidious disorders produced by quiet tipping. The diseases of the nervous system, the brain, the liver, the hoarse bronchitic voice of tipplers, their inflamed visage, and their peculiar susceptibility to the epidemic poisons, are set forth in detail and without exaggeration. The warning says truly that the tutelary Providence of drunkards, of which so much has been said, does not exist. The immense proportion of the accidents brought to hospitals due to this cause proves it. Drunkenness is a factor of the great embarrassment to the surgeon. It often renders diagnosis difficult and treatment incomplete and inefficient; it precludes the employment of useful means—bleeding, emetics, and chloroform. It postpones pressing operations, and obliges the practitioner to use force to the patient, as the veterinarian does to the brute. A slight wound of the drunkard becomes serious, and he dies where another man would have been saved. The report passes on to the enumeration of the mental disorders and the physical destruction produced by inordinate drinking. If the Temperance League chose to translate and circulate this document in Great Britain, it could do harm to no one except the liquor dealers, and might do a great deal of good to many.

AN ORDINATION EXTRAORDINARY.—The New York papers give the following particulars of the "ordination" of Mrs. Celia Burleigh, a pastor of the Unitarian church at Brooklyn, Connecticut.—The church, a centennial of ecclesiastical edifice, quaint and solid in structure, occupying the centre of a green, was crowded to its utmost with friends and strangers, curious to see the ordination of a woman to the ministry. Ex-Governor Cleveland and ex-State Treasurer Tainton, were among the audience. In excellent harmony with the Christian pulpit was dressed with womanly taste by ladies of the congregation, with wreaths of bright autumnal leaves, mingled with snow-balls and golden flowers. In the centre of the altar, a design of the rose—*the rose*—occupied the centre, around which the free and abundant gifts of the people clustered. Vases of garden flowers and wild ferns adorned the pulpit, and the windows all about the room, while the choir, in the old-fashioned box at the rear, were in ambush behind a wealth of golden leaves. A large cross of white flowers, with a banner of the Christian motto, an emblem of the choir, and the reading of Scripture by the Rev. Phoebe A. Hansford, an ordination hymn composed for the occasion by the Rev. John W. Chadwick, of the Second Unitarian Church, Brooklyn, New York, was sung. Rev. E. P. Tilden, of Boston, made an appropriate ordaining prayer. The pastoral charge was delivered by the Rev. William Potter, of New Bedford. The Rev. Oscar Clute, of Vineland, N.J., gave the welcome to the ministry. The charge to the people was pronounced by Mrs. Julia Ward Howe. The following letter from Henry Ward Beecher was read: "My dear and Rev. Mrs. Burleigh,—Pardon my delay in replying to your note and its invitation. No one lives who would love to give you the right hand of fellowship as a minister of the ministry more than I. Nor should I be afraid of the company around you. If I had the possible leisure, I should be tempted to keep my long abode—I might say my principle and standard of life—your life, but except where my personal relations oblige me to, I never attend ordinations. Just now, having been absent three months, and every hour being overladen, I cannot get away, and so you must take my good wishes from the room. I do cordially believe that you ought to preach. I think you have a 'call' in your very nature. Nor do I doubt that you will be both instructive and edifying. There are elements of the Gospel which would be nature ought to bring out far more successfully than a man can. We have no adequate expression yet for sympathy, for mercy, for pity, for love, in the sermons of men. It is the duty of the Christian to use our civilization and our popular Christianity need. The illustration and application of these Divine qualities to all these phases of character, to the household culture, to the public sentiment, to the social affairs, to civil procedure, constitute a life's work, and if done with thoroughness and power would produce the effect, almost, of a new gospel. I do not disdain the claims of abstract truth, nor of Justice, nor even of severity. But these have been disproportionately prominent in the theology of the schools and the preaching of the pulpits. However, I do not mean to write a sermon or a criticism. Hoping for you a long and a successful ministry—I am, truly, yours, HENRY WARD BEECHER. Mrs. Celia Burleigh."

SIR R. MURCHISON AND MR. BABAGGE.—We have lost this week two eminent scientific men, Mr. Charles Babbage, the great mathematician and inventor of the calculating machine; and Sir Roderick Murchison, the great geologist. They were, in many respects, singularly different men. Mr. Babbage, doubtless much the more original, but also much the least suited to the world in which he lived, while Sir Roderick Murchison had all the urbane ease of a successful and practical man of the world, as well as the weight of great scientific achievements. Sir Roderick Murchison and Mr. Babbage were both born in 1792, the former in February, the latter in December, so that Mr. Babbage was older than the end of his 79th year, and Sir R. Murchison in his 80th. Mr. Babbage ought to be better known to the public than he is, for while he has interested London society by his morbid dread of organ-grinders, his very amusing and characteristic character as a Philosopher (published in 1864) really furnished a most striking picture of himself. Fertile in invention to a degree which almost makes one wonder that he did not invent a wholly new system of steam engines, full of a humour which was some times dry and sometimes odd, shrewd in his insight into character, but deficient in that indefinable something that sets as a connecting medium between mind and mind, Mr. Babbage may be described as that great contriver whose very contriving genius must have kept him somewhat isolated, unless it were that his isolation of intellect fed his contriving power. Sir R. Murchison had a less genius, but probably in the single science to which he chiefly devoted himself he achieved larger results than Mr. Babbage with all his genius, for in that genius there was something fragmentary, which delighted in multiplied rather than concentrated efforts.

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C **HANGE OF AIR**—Good Accommodation; no horses, conveyances, &c. free. G. H. Curtis, Millington, B. C. G. Tel. 1011.
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A HOUSE to LET, 6 rooms, kitchen, balcony, &c. 123, Newling-terrace, Dowling-st., Woolloomooloo.

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TO LET. No. 287, George-street, at present occupied by Mr. Hagen. Possession from last January next till the end of the year, or longer, if required, at £6 per annum, payable by Mr. Hagen's Order. Possession on the thirtieth December next.

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TO LET, Adelphi Hotel, York-street. Bar and gaming, &c. Mr. Redman, Elizabeth-street, Mr. Markham, York-street.

TO BE LET, or for SALE, a convenient HOUSE, in the City of Sydney, near the Green-street.

TO LET, Family RESIDENCE, No. 409, Upper Fort-street, Apply 225, Macquarie-street, to Mrs. L. L. GILBERT.

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TO LET, a COTTAGE, Pitt-street, near Liverpool-street.

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TO LET, COTTAGE, 3 large rooms: 6, 13, Market street, off Fitzroy-street, Burry Hills.

TO LET, 2 3-roomed HOUSES, 8s per week. Crown-street, Woolloomooloo.

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situated in the Market-street, in the Market-
Apply to Besoument, next Laestriere; or to John
M'Quade, Windsor.

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M'Quade, Windsor.

TO LET, those extensive PREMISES in Kent-
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there is a 6-horse steam-engine; large yard, cobling,
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charge for a term. 42, Bourke-street, Burry Hills.

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TO BE LET, from the 1st of December, that established **SHOP and DWELLING-HOUSE**, 2, HURST STREET, HURST, near Maidenhead Railway Station, and Whiting. Apply to Beaumont, next Lanesette's, to John M. McQuade, Windsor.

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cheap, capital position. Hurley and Co., Wynyard-street.

OFFICE TO LET, corner of George and Hall streets.

148, PITT-ST.—Two fine Offices, double windows, 10s 6d each per week. H. Fisher and Co., 148, Pitt-st.

TO LET, STORES, in Pitt-street, No. 121, opposite

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STORIES in Wyandand-Lane—to LET, the STUB
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by Mr. M. M. Wood, is to be sold, to be given from Jan-
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T TO LET, a first-rate COAL and TIMBER YARD
corner of Dowling-street and Cooper Wharf. It is
shed and office erected on the premises. Rent, five
dollars per week. W. Taylor, Mosby-hall.

D **OMAIN.**—to LET, the right of GRAZING
Horse, 60, William-street.

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